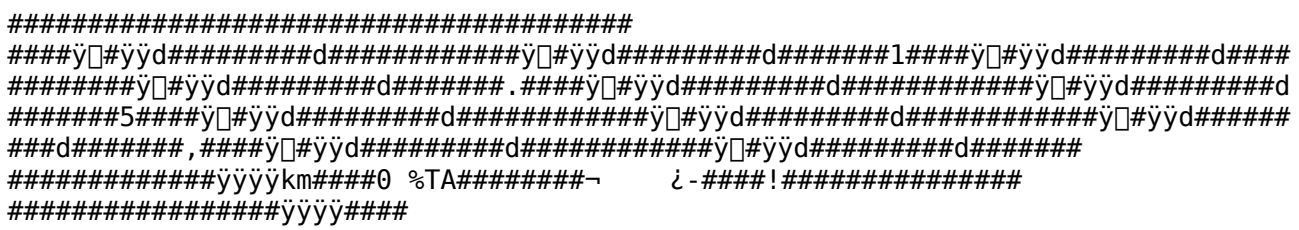

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§#ÿÿ####ÿÿ####Uÿl#ÿÿK#########d#########Õ###1942  Women□s Airforce Service
Pilots (WASPS)1948  Women□s Armed Services Act1967  Congress repealed 2% ceiling
for women1973  Women entered naval aviation training as pilots1973  First women
naval flight surgeons1974  First woman naval aviator1978  First woman naval
flight instructor1979  Women entered naval flight officer training1979  First
Navy woman carrier qualified1988  Fleet Air Reconnaissance squadrons opened to
women1990  First  woman XO /CO of a warfare specialty squadron1992  First woman
naval aviator selected for space shuttle1992  Presidential Commission on Women
in  the Armed Forces1993  SecDef lifts restrictions on women flying combat
missions1994  First fully qualified F14 Tomcat pilotü
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      C#ÿÿ$###ÿÿ#####ÿ#ÿÿd#########d#########À###198   Naval Aviators  78
Student Naval Aviators 77   Naval Flight Officers 41   Student Naval Flight
Officers394  Total  = 3% aviation population About 500  women trained  since
1973
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úÿÿ,###ÿÿ#####ÿ#ÿÿd#########d#########/###Navy and Marine Corps Aviation Selection Tests #

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Ë#ÿÿ####ÿÿ#####ÿ#ÿÿd#########d############# Math/Verbal
      Mathematics Mechanical Comprehension   Mechanical Aptitude
Spatial Apperception   Spatial Orientation Aviation & Nautical
Information   Naval Terminology   Aerodynamic
Concepts Biographical Inventory   Personal History
      Personality traits

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Academic Qualification Rating	AQR
Pilot Flight Aptitude Rating	PFAR
Flight Officer Flight Aptitude Rating	FOFAR
Pilot Biographical Inventory	PBI
Flight Officer Biographical Inventory	FOBIR

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Cúÿÿ ###ÿÿ#####ÿ□#ÿÿd#########d#########M###1992 Presidential Commission on the
Assignment of Women in the Armed Services#
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#M#########M##### ###########M#########M####ÿ□#ÿÿd#########d#########2##□##□õÅûþ
K#############T#l###K#########d#########É###Fitness standards should depend solely on task requirements.Individual differences usually supersede gender differences.There is no physiological evidence for categorical restriction for combat aviation.Selection/training criteria should not be altered.Future research must include both female and male subjects.Requirements for strength and endurance are gender neutral.Sensory, perceptual, and psychomotor performance for men and women are similar.#

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#ÿÿK#########d#########h### Physiologic risk profiles have differences but appear comparable. Performance responses during the menstrual cycle are individual. Health care use not equated with time lost on job. Pilot decompression sickness susceptibility appears comparable. Gender affects fit of aviation life support equipment. Bonding of athletes depends on the ability to perform

#################$##########################ÿ□#ÿÿd#########d#########3##□##Fõ·ùþ F##############ÿ□#ÿÿd#########d#########^### G- Tolerance No difference up to 7 G Menstrual cycle had no effect Some urinary stress incontinence Sensory, perceptual, psychomotor performance Individual differences are greater than gender differences Training, aiding, or better design will solve most problems Cardiovascular No differences in responses to aviation environment

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&#ÿÿ$###ÿÿ#####ÿ□#ÿÿd#########d#########□### Muscle strength and anaerobic
capacity   Lower than men, but physical demands of aircraft   not defined
      Exercise increases capacity Thermoregulatory responses   No exclusion
bias if women are fit, acclimated , and otherwise suited (strength and size)
Reproductive   Day 9 of embryo development most sensitive to effectsof
vibration and altered gravity.   Menstrual cycle performance individualized.

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##ÿÿ####ÿÿ#####ÿ□#ÿÿd#########d#########Z###
No physiological basis for categorical gender exclusion Need to increase understanding of physiological requirements for optimal aircrew performance Current selection and training does not measure specific traits such as strength and endurance Need to define human performance envelope to better match aviator-aircraft interface

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□#ÿÿ$###ÿÿ#####ÿ□#ÿÿd#########d#########□###   Females
      MalesExcessive refractive error    17    Excessive refractive error
912Defective DVA       10    Defective DVA                     768Incomplete
physical           6   Rhinitis                                    81Anemia
              4   Incomplete physical               52Pregnancy               3
      Defective depth perception     48Buttock-knee length, reach       3
      Motion sickness                     47Rhinitis              2   Hearing
loss              47Motion Sickness        2   Renal calculi                45
Benign neoplasm          1   Hypertension                  32Defective NVA
        1   Not obese, out of standard      29Restrictive airway        1
      Disk displacement                 25                Syncope, recurrent
              1   Height below standard            17Not obese,but out of
standard   1      Defective NVA          16Headache              1
      Medication            15FAR below minimum              1 Microhematuria
            20Meniscectomy                          1     Anterior cruciate
ligament    13          #
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About 500 Navy women have been designated pilots and NFOs since 1973. Women currently comprise 3% of the aviation population.. With the lifting of combat restrictions, 30% of the women now fly TACAIR. Women applicants have lower Aviation Selection Test Scores than men.. Generally training grades do not differ significantly for men and women.. The highest rate of attrition for men and women is Drop on Request.

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Aviation###########Israeli Surgeon General#########Annette
Baisden###################1996######(###s:\pwrpt4\template\sldshow\soarings.ppt#
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